



KAPLAN KIRSCH ROCKWELL

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BY: _____

November 6, 2014

Beth Cole
Administrator
Project Review and Compliance
Maryland Historical Trust
100 Community Place
Crownsville, MD 21032

The Maryland Historical Trust has determined that there are no historic properties affected by this undertaking.

Jim Zulawski Date 12/3/14

Re: Docket No. AB-590 (Sub-No. 1X), Maryland Transit Administration – Abandonment Exemption – in Somerset County, MD

Dear Ms. Cole:

Eastern Shore RR Crisfield Branch

On November 26, 2014, the Maryland Transit Administration (“MTA”) plans to file a Notice of Exemption with the Surface Transportation Board (“STB” or “Board”) with respect to the abandonment of an approximately 14.57 mile line of railroad in Somerset County, Maryland, between valuation station 90+50, as shown on valuation map V19-38, near Final System Plan MP 1.2 near Kings Creek, Maryland, and valuation station 850+35 +/-, as shown on valuation map V19-53, near Final System Plan MP 16.3 near Crisfield, Maryland (the “Line”). The U.S. Postal Service Zip Codes traversed by the Line are 21817, 21838, and 21871. A map of the proposed abandonment is attached to the enclosed Combined Environmental and Historic Report.

MTA is a non-carrier. MTA acquired the Line from the bankrupt Penn Central and was exempted from the need to seek Interstate Commerce Commission (“ICC”, the predecessor agency to the STB) authority to acquire the line. *See Common Carrier Status of States, State Agencies and Instrumentalities, and Political Subdivisions*, I.C.C. Finance Docket No. 28990F, 46 Fed. Reg. 37702, 37704 (July 22, 1981); 49 C.F.R. Part 1150, Subpart C. Similarly, pursuant to the same regulations, MTA is exempt from the STB’s requirements for seeking abandonment authority. However, in order to make clear MTA’s intent to abandon, and provide an opportunity to preserve the right-of-way for the potential reactivation of freight service by railbanking the Line, MTA is submitting a notice of exempt abandonment.

No freight traffic has moved over the Line in many years, and MTA does not anticipate that anyone will seek to use rail service over the Line in the near future. MTA has recently been engaged in discussions with Somerset County concerning the use of the

IA TJT/EJC 12/3/14 RR is not NR-eligible (S-517)

Attorneys at Law
Denver • Washington, DC

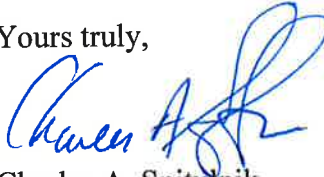
Kaplan Kirsch & Rockwell LLP tel: (202) 955-5600
1001 Connecticut Ave., N.W., Suite 800 fax: (202) 955-5616
Washington, DC 20036 www.kaplankirsch.com

Line for trail purposes, and plans to file a Notice of Exemption in order to provide an opportunity to preserve the right-of-way through the STB's railbanking process.

We are providing the attached Combined Environmental and Historic Report so that you may review the information that will form the basis for the STB's independent environmental analysis of this proceeding. If you believe any of the information is incorrect, if you think pertinent information is missing, or if you have any questions about the Board's Environmental Review process, please contact the Office of Environmental Analysis (OEA), Surface Transportation Board, 395 E Street, S.W., Washington, DC 20423-0001, Telephone (202) 245-0245 and refer to the above Docket Number. Your written comments to OEA (with a copy to us) would be appreciated within three weeks of the date of this letter.

Your comments will be considered by the Board in evaluating the environmental and historic preservation impacts of the contemplated action. Please either provide a copy of your comments to me or contact me with questions or comments using the contact information provided below.

Yours truly,



Charles A. Spitulnik
KAPLAN KIRSCH & ROCKWELL
1001 Connecticut Avenues N.W.
Suite 800
Washington, D.C. 20036
(202) 955-5600
cpsitulnik@kaplankirsch.com

Attorney for Maryland Transit Administration

Enclosure

cc: Byron Smith – MTA